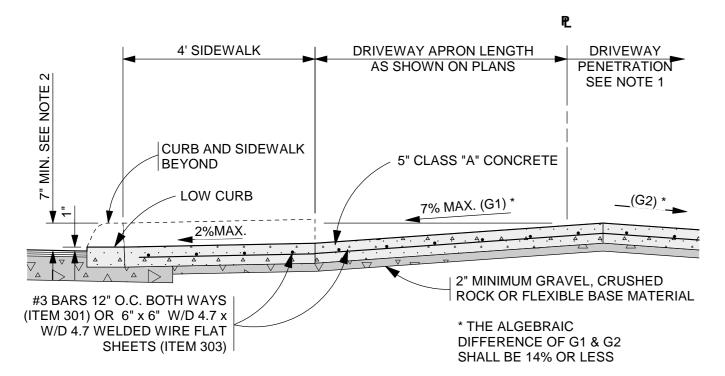
TYPICAL RESIDENTIAL DRIVEWAY SECTION 1 2 3 FT WITH SIDEWALK ABUTTING CURB

ITEM 502-2

ITEM 502-2



TYPICAL RESIDENTIAL DRIVEWAY SECTION

WHERE PROPERTY IS LOWER THAN STREET AND SIDEWALK IS ABUTTING CURB

DRIVEWAY APRON LENGTH
AS SHOWN ON PLANS
PENETRATION 4' SIDEWALK SEE NOTE 1 CURB AND SIDEWALK 6" CLASS "A" CONCRETE BEYOND - LOW CURB **2% MAX**. 2" MINIMUM GRAVEL, CRUSHED ROCK OR FLEXIBLE BASE MATERIAL

TYPICAL COMMERCIAL DRIVEWAY SECTION % 1 2 3 FT WITH SIDEWALK ABUTTING CURB ITEM 502-3

CONCRETE DRIVEWAY GENERAL NOTES

- 1. DRIVEWAY PENETRATION REFERS TO A PORTION OF THE DRIVEWAY THAT MAY BE NECESSARY TO RECONSTRUCT WITHIN PRIVATE PROPERTY TO COMPLY WITH A MAXIMUM DRIVEWAY SLOPE. THIS PORTION OF THE DRIVEWAY SHALL BE PAID FOR UNDER THE FOLLOWING ITEMS AS MAY APPLY:
- A) CONCRETE DRIVEWAY PAID FOR UNDER ITEM NO. 502-2

#4 BARS 12" O.C. BOTH WAYS |

(ITEM 301) OR 6" x 6" W/D 7.5 x

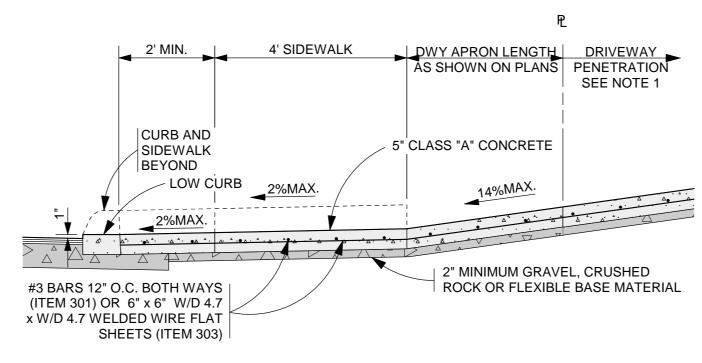
W/D 7.5 WELDED WIRE FLAT

SHEETS (ITEM 303)

- B) ASPHALTIC CONCRETE DRIVEWAY PAID FOR UNDER ITEM NO. 503-1 1" ASPHALT TYPE 'D' & 6" FLEXIBLE BASE
- C) GRAVEL DRIVEWAY PAID FOR UNDER ITEM NO. 503-2 AND SHALL INCLUDE A MINIMUM OF 6" FLEXIBLE BASE
- 2. 7" MINIMUM HEIGHT WILL NOT NECESSARILY OCCUR AT THE PROPERTY LINE. IT MAY OCCUR WITHIN THE RIGHT OF WAY OR WITHIN THE DRIVEWAY PENETRATION ON PRIVATE PROPERTY.
- 3. THE PROPOSED DRIVEWAY SHOULD MATCH THE EXISTING WIDTH AT THE PROPERTY LINE BUT UNLESS AUTHORIZED BY THE CITY TRAFFIC ENGINEER, THE WIDTH SHALL BE WITHIN THE FOLLOWING VALUES:

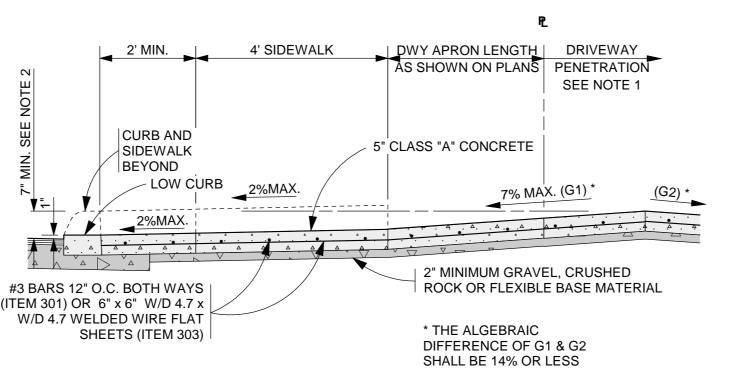
TYPE	MINIMUM	MAXIMUM
RESIDENTIAL	10'	20'
COMMERCIAL - ONE WAY	12'	20'
COMMERCIAL - TWO WAY	24'	30'

- 4. FOR LOCAL TYPE "A" STREETS, SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 4' AND IF SEPARATED FROM THE CURB, THE SIDEWALK SHALL BE LOCATED A MINIMUM OF 2' FROM THE BACK OF CURB. FOR OTHER THAN LOCAL TYPE "A" STREETS, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 4' AND SEPARATED A MINIMUM OF 2' FROM THE BACK OF CURB OR AS AN OPTION, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 6' WHEN LOCATED AT THE BACK OF CURB.
- 5. DUMMY JOINTS PARALLEL TO THE CURB SHALL BE PLACED WHERE THE SIDEWALK MEETS THE DRIVEWAY. DUMMY JOINTS PERPENDICULAR TO THE CURB, AND WITHIN THE BOUNDARIES OF THE PARALLEL DUMMY JOINTS, SHALL BE PLACED AT INTERVALS EQUAL TO THE WIDTH OF THE SIDEWALK.
- 6. A MINIMUM OF TWO ROUND AND SMOOTH DOWEL BARS 3/8" IN DIAMETER AND 18" IN LENGTH SHALL BE SPACED 18" APART AT EACH EXPANSION JOINT.
- 7. WHERE SIDEWALKS CROSS DRIVEWAYS, THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

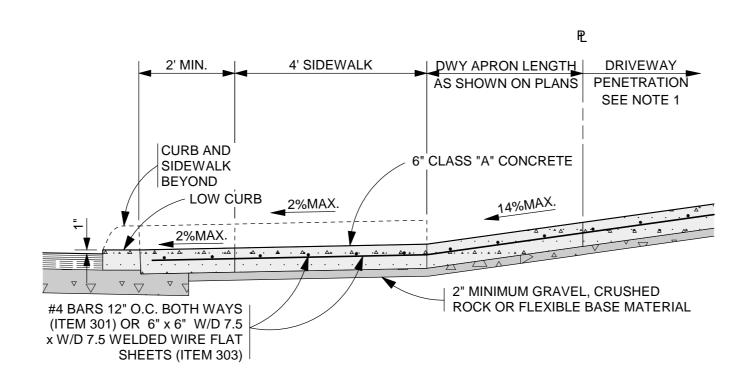


ITEM 502-2

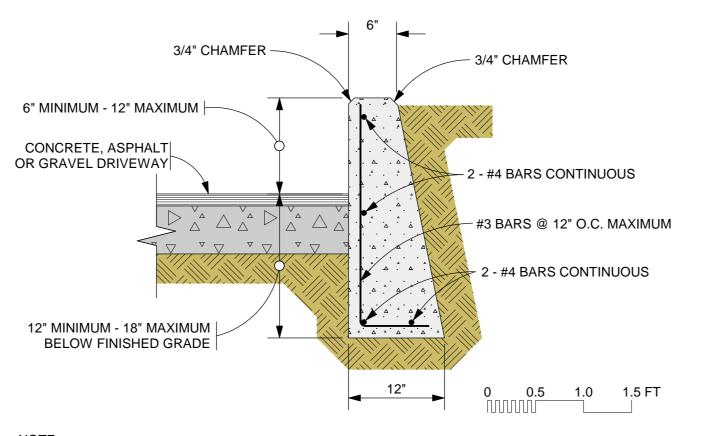
TYPICAL RESIDENTIAL DRIVEWAY SECTION WITH SIDEWALK SEPARATED FROM CURB



TYPICAL RESIDENTIAL DRIVEWAY SECTION WHERE PROPERTY IS LOWER THAN STREET AND SIDEWALK IS SEPARATED FROM CURB ITEM 502-2

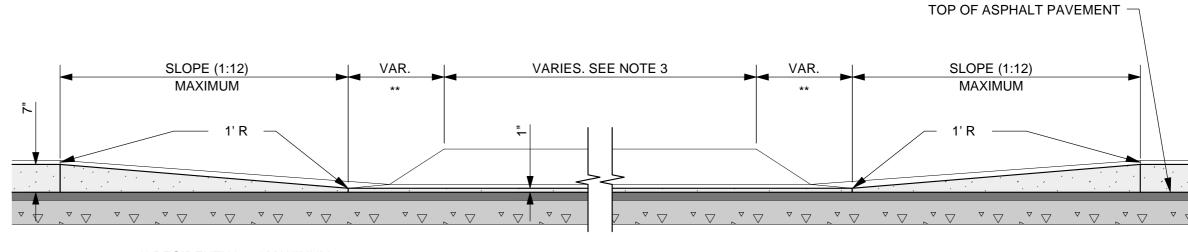


TYPICAL COMMERCIAL DRIVEWAY SECTION 0,000 1 3 FT WITH SIDEWALK SEPARATED FROM CURB ITEM 502-3



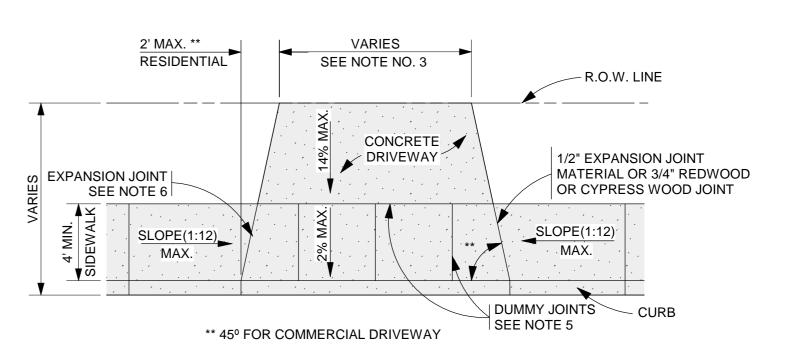
COST OF REINFORCEMENT TO BE INCLUDED IN UNIT COST OF CONCRETE

DRIVEWAY - CONCRETE RETAINING WALL ON COMPACTED SUBGRADE ITEM 300.1

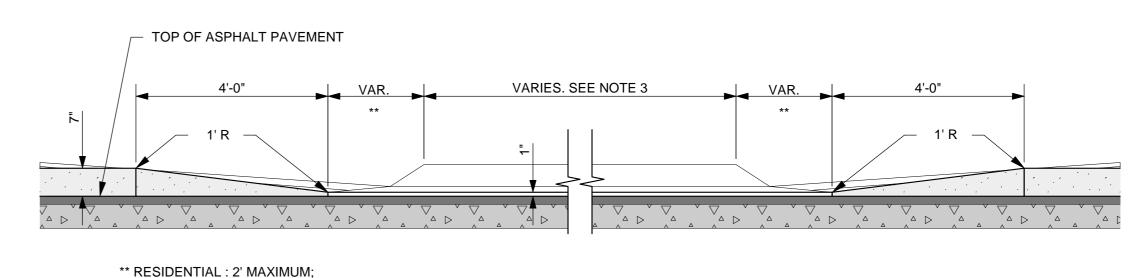


** RESIDENTIAL : 2' MAXIMUM; COMMERCIAL: SEE PLAN VIEW

> CURB PROFILE AT DRIVEWAY
>
> On 1 2 3 FT WITH SIDEWALK ABUTTING CURB



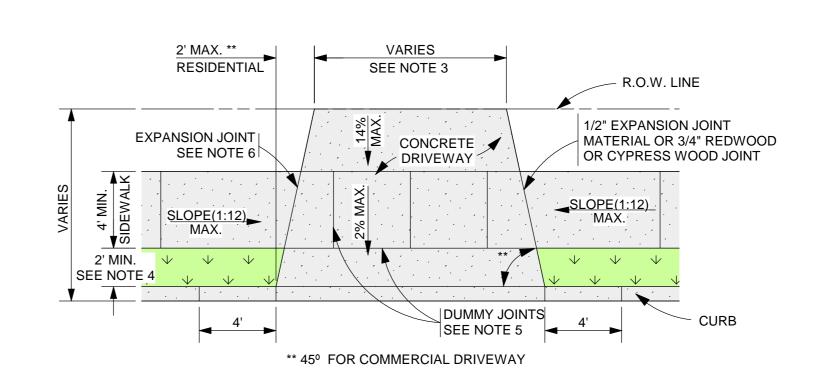
TYPICAL DRIVEWAY PLAN VIEW WITH SIDEWALK ABUTTING CURB



COMMERCIAL: SEE PLAN VIEW

CURB PROFILE AT DRIVEWAY

On 1 2 3 FT WITH SIDEWALK SEPARATED FROM CURB



TYPICAL DRIVEWAY PLAN VIEW WITH SIDEWALK SEPARATED FROM CURB

SHEET:

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ANTONIO PUBLIC WORKS

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